

Presentation for

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# Smart Growth Parking Case Study Findings & Recommendations

prepared for

**Metropolitan Transportation Commission Planning Committee**



ENGINEERS  
PLANNERS  
ECONOMISTS

Wilbur Smith Associates

Project Team:

**MTC PM - Valerie Knepper**

**CHS Consulting Group**

**Michael R. Kodama Planning Consultants**

**K.T. Analytics Inc.**

**Richard Willson, PHD.**

**Rick Williams Consulting**

# Case Studies

City	Citywide Information				
	Total Population	Number of Households	Average Household Size	BART Station ?	Transit Providers
Vallejo	116,760	39,601	2.9	No	BayLink Ferry, Benicia Transit, Vallejo Transit, Vine Transit
Morgan Hill	33,556	10,846	3.05	No	Caltrain, VTA
Menlo Park	30,785	12,387	2.14	No	Caltrain, SamTrans, VTA
Union City	66,869	18,642	3.57	Yes	AC Transit, BART, UC Transit

# Vallejo

## o Goals

- Develop parking management plan
- Determine effects of developing on surface lots
- Examine potential for a shared use parking structure
- Parking management plan which can be phased

## o Study Area

- Downtown
- Central Waterfront

## o Work Scope Objectives

- Create parking allotments for users in management plan



# Vallejo

## Existing Conditions

### ○ Parking Supply (study area)

- 181 on-street spaces
- 248 off-street spaces (3 public lots)

### ○ Parking Fees

- Free on street spaces
- Free off street spaces
- Commuter permits issued for public lots

### ○ Zero Car Households

- downtown 10-50%

### ○ Occupancy

- Well below capacity for weekday all time periods
- At or above capacity for weekend morning/midday



*MTC Defined Study Area*



# Vallejo

## Existing Conditions- Occupancy

### Weekday

Location	Supply	9AM-11AM		12PM-3PM		4PM-7PM	
		# spaces	% occup	# spaces	% occup	# spaces	% occup
On-street	181	101	56%	123	68%	118	65%
Off-Street	248	136	55%	119	48%	134	54%

### Weekend

Location	9AM-1PM Supply	9AM-11AM		1PM-7PM Supply	12PM-3PM		4PM-7PM	
		# space	% occ		# space	% occ	# space	% occ
On-street	123	101	82%	181	120-126	70-98%	119	66%
Off-Street	248	128	92%	248	201	81%	109	44%



# Vallejo

## Existing Conditions- Duration & Turnover

### *Weekday*

Location	# Spaces	Parking Restrictions	Duration	Turnover
On-Street	7	24-minute limited	2.8	1.9
	18	1-hour limited	2.6	1.7
	153	2-hour limited	2.6	2.3
	3	loading zone	1.2	3.0
Off-Street	41	3-hour limited	6.5	1.2

### *Weekend*

Location	# Spaces	Parking Restrictions	Duration	Turnover
On-Street	9	24-minute limited	1.7	3.4
	20	1-hour limited	3.0	2.7
	190	2-hour limited	2.3	2.3
Off-Street	41	3-hour limited	2.4	2.5



# Vallejo

## Existing Conditions- Duration & Turnover

- **Weekdays, on street:**
  - Time limited spaces were underutilized
  - Time limits were on average not respected
- **Weekdays, off-street:**
  - Public lots are used being for long term parking during the weekday periods
  - Observed durations exceeding the 3 hour time period in each lot
- **Weekends, on-street:**
  - 24 minute and 1 hour time limits not respected
  - 2 hour limited spaces were efficiently utilized
- **Weekends, off-street:**
  - 3 hour time limits were respected, but lots were underutilized in the late afternoon and evening hours



# Vallejo

## Existing Land Use & Zoning

### o Georgia Street Corridor

- Intended to promote a “Main Street” environment in Downtown Vallejo, with a focus on facilitating local and community- serving retail uses.

### o Central Downtown

- Envisioned to be developed with the most intensive land uses and variety of buildings with a focus on mixed-use development. Contains most city public parking lots.

### o Sonoma Boulevard Overlay

- Intended to create a unified character of street fronting retail with housing and office above

### o Outer Downtown

- Allows a diverse mix of land uses and development more compatible with the more auto oriented character of the area while respecting the scale and character of adjacent neighborhoods.



# Vallejo

## Existing Smart Growth Policies

- **Catalyst Site Development on city-owned parking lots**
- **Complete Connections and Linkages to/within Downtown**
- **Establish Well Designed Interconnected Pedestrian Friendly Circulation System**
  - Transit/Bus Center
  - Wayfinding System
- **Facilitate “Parking Once”**
  - Consider parking structure w/ downtown parking rate systems
  - Provide long-term employee parking & protect residents from spillover parking
  - Prohibit downtown surface parking lots
  - Prepare & implement Downtown Parking Management Plan
- **Development Incentives for Transit Oriented Development (TOD)**
- **Promote Employer TDM Programs for City Staff and New Developments**



# Vallejo

## Proposed Smart Growth Strategies

- **Non-motorized Connectivity** should be enhanced between the downtown, waterfront and bus transit center
- **Parking Structures** should be considered in context of development and balanced w/ projected demand.
  - Synergies of shared parking should be explored where possible.
- **Progressive Funding**
  - City/Business Community should set up a steering committee to administer funds from a Parking Assessment District, the collection of in-lieu fees or from within a Business Improvement District
  - Fees can be in the form of a self- tax from development, in-lieu fees to replace parking or from parking meters w/in a BID, used for district improvements, parking structure, etc.
- **Parking Rates/Pricing:**
  - City should institute policy for unbundling parking from residential developments within walking distance to transit/ferry
  - On and Off-Street parking price differentials should be instituted to increase short term parking supply, move long term users off-street
- **Improved Technology and Convenience**
  - Pay & Display meters and wayfinding systems institute flexibility and convenience resulting in increased adoption



# Morgan Hill

## o Goals

- Revise parking management plans
- Refine parking codes
- Develop Pedestrian/Bike supportive Policies
- Reassess 2005 Parking Management Plan



## o Downtown Study Area

- Downtown Core Area
- Adjacent to Caltrain Depot



## o Work Scope Objectives

- Develop strategies to encourage connection between Downtown and Caltrain Depot
- Create a program for developing Parking Benefit Districts
- Create In-lieu fees options for downtown area

# Morgan Hill

## Existing Conditions

- **Parking Supply (study area)**

- 155 on-street spaces
- 213 off-street spaces public, 9 private lots)

- **Parking Fees**

- Free on street spaces
- Free off street spaces

- **Zero Car Households**

- Immediate downtown 0-5%
- Adjacent (W. Main, E. Dunne) 10-50%

- **Occupancy**

- Well below capacity for weekday and weekend all time periods



*MTC Defined Study Area*



# Morgan Hill

## Existing Conditions- Occupancy

### Weekday

Location	Supply	10:00AM		11:00AM		12:00PM	
		#space	%occ	#space	%occ	#space	%oc
On-Street	155	69	45%	80	52%	96	62%
Off-Street							
Public	65	35	54%	35	54%	43	66%
Private	148	67	45%	70	47%	72	49%

### Weekend

Location	Supply	10:00AM		11:00AM		12:00PM	
		#space	%occ	#space	%occ	#space	%oc
On-Street	155	97	63%	101	65%	100	65%
Off-Street							
Public	65	33	51%	26	40%	35	54%
Private	148	61	41%	62	42%	57	39%



# Morgan Hill

## Existing Conditions- Duration & Turnover

### *Weekday - Midday*

Location	# Spaces	Parking Restrictions	Duration	Turnover
On-Street	9	20-minute limited	1.6	1.0
	62	2-hour limited	1.5	1.2
	71	unlimited	2.1	0.7
Off-Street	65	4-hour limited, public	1.1	1.1
	16	Private, no limit	1.5	1.6

### *Weekend - Midday*

Location	# Spaces	Parking Restrictions	Duration	Turnover
On-Street	9	20-minute limited	1.3	1.0
	62	2-hour limited	1.5	1.3
	71	unlimited	2.6	0.6
Off-Street	65	4-hour limited, public	1.8	1.0
	16	Private, no limit	2.4	1.0



# Morgan Hill

## Existing Conditions- Duration & Turnover

- **Weekdays, on street:**
  - Time limited spaces were generally underutilized
  - 20 minute time limits were not respected
  - 2 hour time limits were respected
- **Weekdays, off-street:**
  - 4 hour time limits are respected, spaces were underutilized
- **Weekends, on-street:**
  - Time limited spaces were generally underutilized
  - 20 minute time limits were not respected
  - 2 hour time limits were respected
- **Weekends, off-street:**
  - 4 hour time limits are respected, spaces were underutilized



# Morgan Hill

## Existing Land Use & Zoning

- **Central Commercial, Residential District (CC - R)**
  - Acknowledges and preserves the existing mixed use nature of Downtown Morgan Hill by providing use limitations for 1<sup>st</sup> floor (retail/commercial) and 2<sup>nd</sup> floor (office/housing) uses
- **Medium Density Residential District (R2 - 3,500)**
  - Intended to stabilize and protect the residential character of neighborhoods. Allows single and multi-family dwellings on a minimum site area of 3,500 square feet.
- **Residential Estate District (RE - 100,000)**
  - Intended to provide suitable environment for family residential life on large parcels of land. Allows single family and duplex dwellings on a minimum site area of 100,000 square feet.
- **Public Facilities District (PF)**
  - Intended to accommodate governmental, public utility, educational and community service or recreational facilities.



# Morgan Hill

## Existing Smart Growth Policies

- **Municipal Code Requirements/Policies:**
  - No additional on-site parking required for CC-R district or commercial/office projects in RCDS boundary area.
  - Consolidated Parking: encouraged for nearby and complementary uses
  - In-lieu payments for spaces: developers provide payments in lieu of providing parking spaces
- **Urban Growth Boundary and Urban Limit Line**
- **Concentrate Retail Development Along Monterey Road and Dunne and Tennant Avenue Intersections**
  - Concentrate activity where traffic can be accommodated
  - Avoid strip commercial appearance
- **Provide Adequate Off-Street Parking**
  - Provide adequate and convenient parking
  - Link off-street facilities
- **Provide a safe & efficient transit system that reduces congestion**
  - Coordinate with local and regional transit agencies, to improve information and service
  - Investigate multi-modal transit hub
  - Investigate Employer TDM Programs



# Morgan Hill

## Proposed Smart Growth Strategies

- **Non-motorized Connectivity** should be enhanced between the downtown and Caltrain station.
- **Morgan Hill should promote Employer TDM Programs for City Staff and New Developments**
- **Parking Structures** should be considered in context of development and balanced w/ projected demand.
  - Synergies of shared parking should be explored where possible.
- **Progressive Funding**
  - City/Business Community should set up a steering committee to administer funds from a Parking Assessment District, the collection of in-lieu fees or from within a Business Improvement District.
  - Fees can be in the form of a self- tax from development, in-lieu fees to replace parking or from parking meters w/in a BID, used for district improvements, parking structure, etc.
- **Parking Rates/Pricing**
  - City should institute policy for unbundling parking from residential developments within walking distance to Caltrain station.
  - On and Off-Street parking price differentials should be instituted to increase short term parking supply, move long term users off-street.
- **Improved Technology and Convenience**
  - Pay & Display meters and wayfinding systems institute flexibility and convenience resulting in increased adoption.



# Menlo Park

## o Goals

- **Downtown parking management plan**
  - Shared use parking
  - Parking benefit district
  - Appropriate Downtown parking requirements

## o Study Area

- **Downtown Core Area**
- **Adjacent to Caltrain Station**

## o Work Scope Objectives

- **Assess existing time limits**
- **Develop parking pricing strategies**
- **Create In-lieu fees for new parking facilities**
- **Develop guides for TDM programs**
- **Evaluate appropriate Minimum/Maximum requirements**
- **Determine appropriate demand for parking structure development**



# Menlo Park

## Existing Conditions

- **Parking Supply (study area)**
  - 224 on-street spaces;
  - 1,133 off-street spaces (parking plazas 1-8)
- **Parking Fees**
  - None. On- and off-street parking is free
  - Parking permits are available for merchants and employees.
    - Annual or Temporary (Half to Full Day)
    - Cost: \$534 (Annual) \$5-10 (Temporary)
- **Zero Vehicle Ownership**
  - 10-50 percent in the Downtown



*MTC Defined Study Area*



# Menlo Park

## Existing Conditions - Occupancy

### *Weekday - Midday*

Location	Supply	10:00 AM		11:00 AM		12:00 PM		1:00 PM	
		# spaces	% Occup	# spaces	% Occup	# spaces	% Occup	# spaces	% Occup
On-Street	224	187	77%	197	81%	208	85%	196	80%
Off-Street	1,133	727	64%	852	75%	893	79%	951	84%

### *Weekend - Midday*

Location	Supply	10:00 AM		11:00 AM		12:00 PM		1:00 PM	
		# spaces	% Occup	# spaces	% Occup	# spaces	% Occup	# spaces	% Occup
On-Street	224	194	61%	165	67%	178	73%	168	69%
Off-Street	1,176	629	53%	697	59%	732	62%	708	60%



# Menlo Park

## Land Use & Zoning

### o Land Use

- Downtown is primarily commercial with an emphasis on retail uses over office and personal services
- Focus on continuous upgrading of the downtown to nurture the historic nature of the commercial district

### o Zoning

- Core Downtown zoned as Central Commercial (C-3)
- Development regulations: Building heights (30 feet) and Residential Densities (18.5 DU/acre)
- Parking Requirements: 6 spaces per 1,000 sq. ft. (retail), 5 spaces per 1,000 sq. ft. (office)



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# Menlo Park

## Smart Growth Policies

### o General Plan

- Encourage mixed-use projects
- Improved public transit service and increase ridership
- Require new development to incorporate safe/attractive pedestrian facilities on-site
- Provide adequate parking in the Downtown area, specifically for retail customers and Caltrain patrons



### o Center City Design Guidelines

- Promote an increasingly mixed-use, compact, and more walkable downtown
- Increase building volumes, create continuous street frontages, provide public amenities in open spaces
- Internalize parking within buildings, provide multiple access between parking areas and surrounding streets



# Menlo Park

## Smart Growth Strategies

- **Non-motorized Connectivity** should be enhanced between the downtown, transit center, and the parking plazas
- **Menlo Park should promote Employer TDM Programs for City Staff and New Developments**
- **Parking structures need to be examined in context with each development.**
  - Shared parking opportunities should be explored to maximize the efficiency of the downtown parking supply
- **Progressive Funding**
  - Through the establishment of a Parking Assessment District fees could be assessed to new development in the form of taxes or in-lieu fees. Funds would then be used for district improvements, parking structure, etc.
- **Parking Rates/Pricing**
  - On/Off-Street differential pricing should be instituted to increase short term parking supply, move long term users off-street
- **Improved Technology**
  - Pay by phone, smart cards, and way finding systems provide parkers with options and make the parking experience increasingly convenient
- **Reduced Parking Requirements**
  - Parking requirements can be revised to reflect vehicle ownership rates and transit availability



# Union City

## o Goals

- Analyze in-lieu fee benefits
- Assess feasibility of unbundling requirements for future developments.
- Examine shared use parking policy options for PGE site.

## o Study Area

- Surrounds BART Station
- Proposed for future mixed-use development



## o Work Scope Objectives

- Develop in-lieu fee strategy for future development
- Evaluate feasibility and merit of unbundling
- Develop shared parking policy options for proposed city parking lot



# Union City

## Existing Conditions

### o BART Station parking

- Currently free (expect monthly reserved) but on priority list for daily paid
- Overflow to on-street parking
- Both fill at about 7:30 AM



*MTC Defined Study Area*

### o Zero Car households in study area

- 0-5% Union Square area
- 5-10% west of Decoto Rd & south of Alvarado Niles Rd
- 10-50% Southwest of Alvarado Niles & Decoto Rd. Intersection

# Union City

## Existing Conditions - Occupancy

### o Residential Parking Demand

- Observed at 2 existing residential complexes
- Observations taken before 5 AM
- 1 space assigned per unit + visitor parking

	Density	Parking Provided	Parking Occupancy
Verandas	44 d.u./acre	1.77 sp/d.u.	1.56 sp/d.u.
Parkside	29 d.u./acre	1.52 sp/d.u.	1.17 sp/d.u.



# **Union City**

## **Land Use & Zoning**

- **Redevelopment of parcels adjacent to existing station with mixed-use**
- **Expansion of BART Station to Intermodal Station**
- **CSMU Station District zoning – parking requirements similar to other codes but allows shared use, in-lieu fee or use permit reductions**

# Union City

## Smart Growth Policies

- **Intermodal facility that is nucleus of a vibrant, transit-oriented mixed-use district**
- **Station District**
  - **Mixed-use**
  - **Maximizes transit & minimizes auto-dependence**
  - **Pedestrian and bicycle-friendly design**
  - **Minimizes impact of parking on streetscape and neighborhood**

# Union City

## Smart Growth Parking Strategies

- **Parking structures need to be examined in context with each development.**
  - Shared parking opportunities should be explored to maximize the efficiency of the City parking supply
- **Union City should promote Employer TDM Programs for City Staff and New Developments**
  - Encouragement for alternative modes
  - Bicycle & pedestrian facilities/amenities
- **Progressive financing**
  - Institute in-lieu parking fees, developing guidelines for use of collected fees including flexibility for use in both parking and non-parking improvements.
- **Parking Rates/Pricing**
  - City should institute policy for unbundling parking from residential developments within walking distance to BART station.
  - On and Off-Street parking price differentials should be instituted to increase short term parking supply, move long term users off-street.

# Next Steps

- o **September** – Cruising for parking at the case study locations and the estimated impact on air quality.
- o **September/November** – Documenting case studies profiles and smart growth/TOD parking strategies for each of the case studies.

